SHRI L.P. SHAHI : If the number of schools expands further in the civil sector, then we may some day consider it later on.

MR CHAIRMAN : I hope the Government of India will keep in mind the views of the House and see if they can expand the number of schools or sections into something because it is a commendation for which they should be happy.

Issue of bonis for modernisation of airports by National Airports Authority

*222. SHRl YASHWANT SINHA : f

SHRI KAMAL MORARKA :

Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state :

(a) whether there is any proposal under Government's consideration for the issue of bonds by the National Airports Authority for modernisation of airports;

(b) if so, what are the salient features of'the proposal; and

(c) whether similar proposals are also being considered for the issue of bonds by Air India and Indian Airlines ?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION AND TOURISM (SHRI SHIVRAJ PATIL) : (a) and
(b) A suggestion has been received regarding issue of public bonds, examination of which is at a preliminary stage.

(c) No, Sir.

The question was actually asked on the floor of the House by Shri Yaswant Sinha.

SHRI YASHWANT SINHA : Sir, I arn surprised that the Ministry is examining this proposal even at a preliminary stage at all, because the Minister must be aware that as far as the National Airports Authority is concerned —- this is my first supplementary—according to the statement which has been made in the Annual Report of the Ministry, a total cash accrual of Rs. 39.10 crores took place during the last financial year. This was the total cash accrual to the National Airports Authority on the one hand. On the other hand, the approved outlay for 1988-89 for aerodrome works was Rs. 27.26 crores, out of which the National Airports Authority was able to spend only Rs. 20.75 crores. There was a short fall of Rs. 7 crores. So, on the one hand there is a cash accrual of something like Rs. 40 crores and, on the other, there is a non-spending of something like Rs. 7 crores on aerodrome works. Now, in the light of this, why should the Government at all consider the question of issuance of bonds by the National Airports Authority when the financial picture, on the one hand, is so g3od and, on the other, the performance in relation to work is so bad ? Part (b) of my question is, is it as a result of this that many airports in the country are in a state of total neglect, thereby endangering civil air traffic ?

SHRI SHIVRAJ PATIL : Sir, while considering the requirements of the National Airports Authority, we shall have to consider the requirement of the Authority not for one year but for more than one year. In the Eighth Five-Year Plan the requirement of the National Airports Authority is in the vicinity of Rs 988.36 crores. Out of this amount, the amount required for the aerodromes is going to be Rs 263 crores. Aeronautical and communication services would require Rs. 649 crores and ground

-safety services would require Rs. 76.36 crores. This is a huge amount. One thing which has to be borne in mind is that the National Air-pors Authority does not receive any budgetary support. They have to earn and then they have to spend. If they need more money, they shall have to find the resources from which they can raise these funds and meet the requirements. Today, as things stand, the process of development of aerodromes, providing communication services and ground safety services is going on and for these purposes huge funds are required. That is why they are going to consider whether it will be feasible to issue the bonds.

SHRI YASHWANT SINHA : Sir, there are two other parts of my question. One was in regard to shortfall in expenditure in the last financial year and the other was in regard to the neglect and indifference of the National Airports Authority towards the requirements of airports in the country. These the Minister has not answered.

SHRI SHIVRAJ PATIL : Sir, I have already said that we have the international airports where the facilities are provided, and then, the National Airports Authority has taken over the airports which were given up by the Defence Ministry. There are some new airports which are being used by Vayudoot and Indian Airlines. These are the airports which have come to the National Airports Authority, and every where the work of building these airports and providing the facilities is going on. You cannot expect all these facilities to be provided within two years' time. You will please remember that the National Airports Authority has come into existence only two, three years back. Within this period of time everything has to be provided. This things cannot be constructed in a short time. It has o be done in a phased manner, in a planned manner by finding the funds, finding the expertise. Even if we have funds and expertise, equipment have to be found.

SHRI YASHWANT SINHA : My first supplementary has not been fully answered because the Minister has not covered the point why there has been a shortfall, but I let it pass.

The second supplementary is that if the airports are being looked after as the Minister claims they are, then, he must be aware that the enquiry report about the crash which took place at the Ahmedabad airport is now before us, and the enquiry report blames the lack of facilities at the Ahmedabad airport as being primarily responsible for that crash. Sir, for the travelling public which is travelling by Indian Airlines, this is a matter of life and death.

My question is whether the Ministry can continue to neglect such facilities which are absolutely essential for the safe operation of aircraft and which determine whether a passenger will live or die. Therefore, what is the plan of the Ministry in order to cover the rest of the airports which have not been provided with all the facilities like the instrument landing system and all the communication network and all that, the deficiencies which have been pointed out in the enquiry report concerning the crash at Ahmedabad?

SHRI SHIVRAJ PATIL : Sir, the report has been received by the Government. It is being examined, and then it is being processed. After the formalities are fulfilled, the report will be placed before the House for the consideration of the Members. But at this point of time J would like to state that the assumption made by the hon. Member is not totally correct. There are certain other things which have been mentioned. I am **not** going to disclose them **at this point** of time

because the formalities have to be completed. After they are completed you will certainly have an opportunity of discussing them.

But the point which you have made is that there are certain facilities required to be provided at the airports for making air travel more and more safe. I would not say that air travel is not safe today in India ; Unfortunately, accidents have taken place. If you consider the statistics of air travel in other countries and the safety record and compare that with that in our country, you will find that our record is quite good. So, from that point of view, what we are trying to do I have already explained to you, what is the amount of money required and what action we are going to take to provide this safety. It is exactly for this reason that we require more money. So, this proposal has come. We are considering it. There is no difference between you and me on this point that better safety has to be provided.

I would say, safety is provided, but a better safety has to be provided, and for that, the amount is required.

SHRI KAMAL MORARKA : Sir, since the Government is considering giving them permission to traise money, my first supplementary to the minister is ; The National Airports Authority has not submitted accounts to the Government **for** the last two years according to **the** public sector survey placed before Parliament. Has that come to the notice of the Minister ? Who is the Chairman of the National Airports Authority ? How are we allowing public sector companies to get away with not producing accounts ?

Connected with what my colleague asked you just now about the instrument landing system, the 34th Report of the Committee on Public Undertakings presentee to Parliunen two years ago has given all these deficiencies of the isntrument landing system etc. In the Action Taken Report, the 54th Report submitted a few months back, they have again reitereated this. This Minister is saying that a plan has been made and that the instrument landing system cannot be provided in two years. It is already three years since the Committee of Parliament has found it. How many more years are you going to take ?

One comment, I must make. The Minister said, air travel is not unsafe and that unfortunately we have had one or two accidents. I can assure the Minister that I am a regular air traveller. I know the conditions at the airports, and I know a bit about the technical instrument landing system etc. I can say it is not unfortunately that two accidents have taken place. Fortunately, onlytwo accidents have taken place. Considering the condition of your equipment there should be a lot more accidents. It is only because of the good pilots and extra efforts that the are putting in, that air traffic is not proving to be as unsafe as you have actually made it today. Please let me know what is happening about this whole gamut of accounts about the instrument landings and when you are going to see that all the these gadget are replaced. Please don's take it casually.

SHRI A. G. KULKARNI: You pray to God that you are safe. Don't depend on instrument landing system. *(Interruptions)*

SHRI SHIVRAJ PATIL : This National Airports Authority, as I have explained, has come into existence only two or three years back. It was part and parcel of the DGCA. Now the DGCA was split and a new authority has been brought into existence. We are in the process appointing the officers and formulating rules and regulations and finding the facts and doing

all those things. Now, they have received the properties from other organisations also, the value of which has to be decided, the ownership of which has to be decided the properties have been transferred to the National Airports Authority from the Defence and all these things. And after all these details pre collected and analysed, the accounts also will be prepared and will be submitted.

SHRI KAMAL MORARKA : Even after three years the accounts have not been received and submitted. What is this ?

SHRI SHIVRAJ PATIL : This is not correct. If you want to ask another question. I will certainly reply. This is the explanation I am giving. We have asked the National Airports Authority to look into all these things and come with details. But let us understand the issuance of the bond is rot to be done by the Ministry. It has to be done by the Airports Authority. *{Interruptions)*

{Interruptions) Please. Under the rules and laws the Authority has a right to take a decision and then they come for permission from the Government. That is to be done. It is at the National Airports Authority level that they are discussing. Now, what they are discussing is not only the accounts. They are discussing whether by taking loans from the financial institutions that are existing in tbe country, it will be more profitable to build aerodromes and the navigational facilities or whether by issuing the bonds it will be more profitable ; whether they can get the instruments from the countries which are going to give them the funds on credit at an interest of 4 per cent or 3 per cent. There are many aspects which are being considered. It is for the Authority first of all to decide whether they would like to issued the bonds or not. After they decide, they will come to the Ministry. Then the Ministry will come into the picture. It is not the Ministry now which is seized of the matter. It is the Authority which is seized of the matter and it is the Authority which has to take it into consideration.

As far as the instrument landing system and all other things are concerned, well if you feel happy that something unfortunate has happen-ned, I cannot help. But I will request you not to point your fingers on the unfortunate incident that has taken place, but you look at the record of all these years. We would always be remembering, we would always be struggling and putting an effort to see that air safety is provided and air travel is safe. Let us not meek at it. Now, the instrument landing system is a system where the instrument has to be first developed. It is not developed within the country. We have to get it from outside. If we are going to get it from outside, even if you put the order, you don't get it in six months time. Sometimes it takes more than one year only to get the thing. The funds have to be available. All these things are there.

If we are not able to build our houses in one year's time, if we are not able to have all the facilities in other kinds of things in the shortest possible time, please understand the complication and the sophistication which is involved in all these things and you give some sympathy and understanding. If they are doing their best, let us say that they have done well. If they have not done well, let us take them to task also. Now, both things have to be done.

SHRI KAMAL MORARKA : When are the accounts going to be submitted ?

MR. CHAIRMAN : Have you submitted any account in the last three years, you are talking about ?

SHRI SHIVRAJ PATIL : I have explained that thing. I have said it has not been....

MR. CHAIRMAN : You have not done it.

SHRI SHIVRAJ PATIL : No.

SHRI VISHWA BANDHU GUPTA: I think we have gone around this question of the funds for the National Airports Authority. The two issues have bsen mixed up unnecessarily in this question. One is the safety of the aircraft and the unfortunate accidents. I must say that the recrod of Indian Airlines as well as Air India as compared to the rest of the world on their norms is very very acceptale, not exceptional but quite satisfactory. I think we should be happy that good efforts are being made by the Ministry in this direction. However, the hon. Minister has said that he needs funds for the National Airports Authority and they cannot without those funds give facilities that are essential and required. Now, if 'he bonds are not flloated, money not available from the Governent, from the Central funds, the Authority has to raise the money itself, the Ministry has to raise the money itself. May I know from the Minister how is he going to do it ? Is he again going to fall back upon raising the fares by another 50 per cent or hundred per cent ? The question is that the fares in our country are still, I think, unreasonable, high and fairly difficult for a common man to travel by the airlines. I would like the hon. Minister to consider actually Bloating the bonds and to take this matter much more seriously and to see much more money flows ,*to* the Airports Authority so that all the facilities required for safety d better travel are provided.

MR. CHAIRMAN : What is your question ?

SHRI KAMAL MORARKA : It is supplementary answer.

SHRI VISHWA BANDHU GUPTA : The question is, he is having only two options and I would like to know which option he is going to exercise. Is he going to exercise the option of raising the fares or of floating the bonds ? That is the question.

SHRI SHIVRAJ PATIL ; Sir, it is very soothing for me to hear that the hon. Member is satisfied with the safety record of Civil Aviation and I would like to thank him for this kind of a little pat on the back of the Airlines.

Secondly, Sir,..

SHRI SURESH KALMADI : He travels by balloon.

SHRI KAMAL MORARKA : He travels by balloon and gives Indian Airlines to us.

SHRI RAOOF VALIULLAH : Flying on the balloon and landing on the treetop.

SHRI SHIVRAJ PATIL : Sir, the question asked was if the bonds are not issued, what is the option available to the National Airports Authoity. That is the crux of the question and I would like to reply by saying that there are other methods which can be used for raising the funds. The other methods I have already explained while replying to the previous question. The other methods are to take the instruments on lease. It is one of the methods. The second is to take the loans from the fmancial institutions or the banks in the country. The third methods is to take the budgetary support. For the information of the hon. Member, I would like to say that the facilities provided by the National Airports Authority are subsidised in many ways. The facilities provided to

Vayudoot are subsidised. The facilities provided to the Defence Ministry are subsidised. The facilities provided to Indian Airlines are also subsidised. If the subsidies provided are made good, it would be possible for them to get the things. The question which is nagging them is if they take the loan from financial institutions, whether this is going to be cost-effective or if they issue the bonds, whether it is going to be at a less cost. That is the question which they have to decide and once they decide upon this question, they will take the decision. We are suggesting to them that they need the funds and they should not leave any option which can help in this matter.

About the last part of the question which is raised by the hon. Member, I have repeated on the floor of the House that the fares charged by Indian Airlines are very very low compared to the fares charged by the airlines in other countries. In France, in Japan, in Great Britain and in the United States of America, they are five times, six times, seven times and eight times more than the fares charged in our country. That does not mean that we are going to increase the fares. This fact also should be borne in mind.

DR. (SHRIMATI) SAROJINI MAHISHI: Sir, Indian Airlines is going to import A-320 Airbus. The series will start coming from this July. In view of the high sophistication of these Airbuses which are being imported, what efforts are being made to equipe the airport also because the equipment that is fitted inside the sophisticated aircraft must tally with the ground equipment? Through the National Airports Autho ity was constituted two years back—earlier it was the DGCA which was looking into this as my hon. friend said—the money could not be sent. There is no mechanism for spending the money. There is no engineering cell inside that. They have to give it to the other contractors from outside, the private contractors or the public sector whatever it may be. In view »f all these things, the runway has got to be stren gthened. Strengthening, widen ing, shoulder-lighting, ell these things have got to be done and the ILS has got to be fitted at the air port. Otherwise, the equipment in the Airbus cannot tally with the equipment that is not there at the airport Therefore, in view of these things, what efforts are being made by the National Airport Authoirty which has already increqsed the landing and the take-off charges of the aircraft, to utilise the further funds that they are going to get and how far the whole programme is going to be expedited?

SHRI SHIVRAJ PATIL: Sir, while replying to the first question, I explained in what fashion they are going to strengthen the airports, in what fashion navigation and' communication facilities are going to be provided and in what fashion safety is going to be provided Now, they have a plan and I have explained that for aerodromes, they would be sending Rs 263 crores, for aeronautical communication service, they have to send Rs. 649 crores, for ground safety and other things, Rs. 76 crores have to be spent and the total is Rs. 988.36 crores. This is the amount of money to be spent a$_n$d the equipment which they need for providing communication and navigation facilities are not built in the country. Some of them are built in the country. But for those instruments which are to be manufactured in the country, they have to get the components from outside and for components they have to depend on outside help or if they have to get the in-nstrument itself from outside, then

that is also a question and these things are being dons and we have provided all these things. As far as A-23 Airbus is concerned that is a new Airbus which we are going to get, is a very sophisticated ma chine and all the sophistication is going to be used for flying and landing and all those things. Now that sopnistication which is there on Airbus A-23 can be used where foggy conditions are there, where cloudy conditions are there, where dusty conditions are there and all those things. In Europe and other places, these conditions remain there for more than six months or seven months but here we have conditions of that nature only for two months or three 'months. Now, these instruments will be useful for landing and all that. But it is not that without these instruments, landing cannot be done. Even in most advanced countries, even in America, where 6,000 aerodromes are there, excepting 50 or 60 aero dromes, all these facilities are not there. All these facilities are not there. Even then the landing is done. So, the other facilities which are used for these purposes and the instruments, we ■will try to provide in a phased manner.

Eflect of Pre-schooling on child development

♦223. SHRI SHIV PRATAP MISHRA: Will the Minister of HUMAN RESOURCE DE-VELOPMENT be pleased to state:

(a) whether Government's attention has been drawn to a news item which appeared in Delhi edition of Indian Express dated 16th April, 1989 under the Caption 'Pre-schooling hits child development';

(b) whether Government propose to exercise some control over nursery schools in the country and prescribe a reduced syllabus for the children; if so, what are the details thereof; and

(c) if not, what are the reasons therefor?

THE MINISTER OF STATE IN THE DEPARTMENTS OF EDUCATION AND CULTURE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRI L. P. SHAHI): (a) Yes, Sir.

(b) and (c) The Programme of Action under National Policy on Education, 1986 envisages several strategies for making Early Clvld-hood Care and Education child-centred and focussed on play— such as training of pre-school workers, provisions of ade-quate toys, picture books and play materials, and community involvement. These strategies are being prog-esaively implemented by the Centre and States through Integrated Child Development Services and other Schemes. The quali-tative change being sought is not primarily a matter of control and regulation of schools which falls within 'he purview of State Governments.

SHRI SHIV PRATAP MISHRA : Mr. Chairman, Sir, I would like to know whether the Government is aware that the major culprits in this regard are private teaching shops which have become popular due to low teaching standards of the Government schools. If so, what steps, the Government proposes to take to improve teaching standards in such schools?

SHRI L. P. SHAHI : Sir, as I said in relation to another question in the House, the Government of India has launched the 'Operation Blackboard' for imrpoving the standard in elementary schools throughout the country. At the secondary stage also, we have introduced schemes for upgrading science education and for vocational education in a phased manner.